

Appendix 6A Access Management Design Standards

Part 1 Access Management

1.1 Intent and Applicability

This manual presents design guidelines for managing vehicular access to land development, while preserving traffic flow in terms of safety, capacity, and speed. Major thoroughfares and collectors serve as the primary network for moving people and goods. These corridors also provide access to businesses and homes and have served as the focus for commercial and residential development. The design principles described herein are intended to balance the right of reasonable access to private property with the right of the citizens of Louisville and Jefferson County to safe and efficient travel.

1.2 Relationship to the Comprehensive Plan

This manual is intended to assist in implementing the Goals, Objectives and Plan Elements of Cornerstone 2020.

1.3 Access Classification System and Standards

- A. The Director of Works (City or County depending upon location) is responsible for approving the number and location of curb cuts. The Director issues permits in accordance with the design principles presented in this manual, AASHTO standards and good engineering practice.
- B. Roadways within Jefferson County are classified for the purposes of access management as shown in Core Graphic 10, "Roadway Classification and Projected Corridors."
- C. Separation between access points on all City and County maintained roadways should meet or exceed the following minimum standards for that classification.

Table 4: Jefferson County Access Classification System & Standards: ¹

Functional Classification	Driveway Spacing	Spacing of Median Openings or Major Intersections ²	Signal Spacing
Major Arterial with a Median	600 ft. ³ , 400 ft. ⁴	1200 ft. ³ , 800 ft. ⁴	¼ - ½ mile
Minor Arterial	600 ft.	600 ft	¼ mile
Collector	300 ft.	300 ft. to 600 ft.	¼ mile

- (1) It is recognized that some locations, due to existing development characteristics, may not meet the standards provided in this section. Access to such properties is allowed to continue.
- (2) Applies to full median openings on roadways with medians. Directional median opening spacing shall be ¼ mile on all major arterials.
- (3) Applies to facilities with a speed of 45 mph or greater. Speed refers to posted speed or 85th percentile speed, whichever is lower.
- (4) Applies to facilities with a speed of less than 45 mph. Speed refers to posted speed or 85th percentile speed, whichever is lower.

1. To provide reasonable flexibility in administration, some deviation from access spacing standards may be permitted, if the Director of Works finds that a property is otherwise unable to meet minimum driveway spacing standards and allowing such a deviation would not create a safety hazard on the public road.

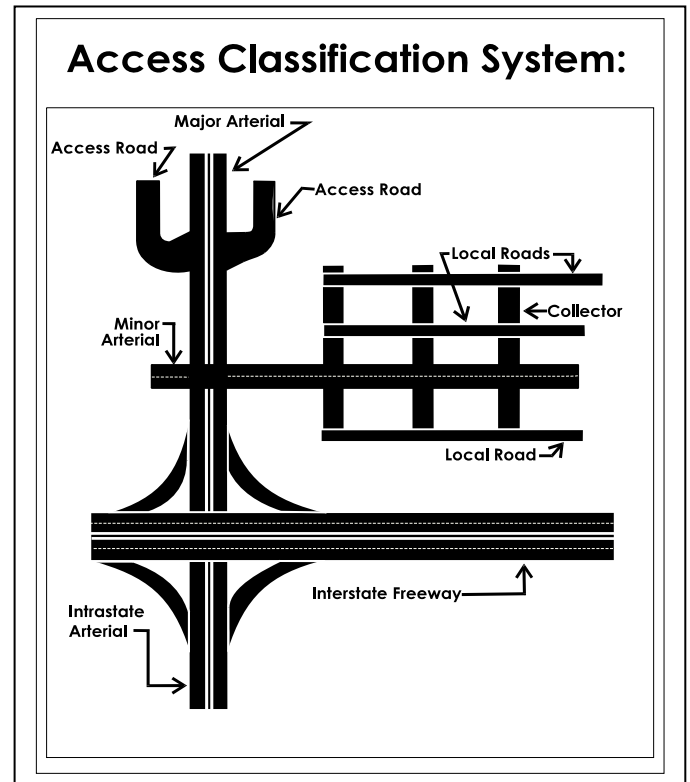
2. The Director of Works may establish some or all of the following conditions as the basis for approving deviation from the driveway spacing standards:

a) A traffic impact study, prepared at the expense of the applicant, demonstrates that the deviation will not create a public safety hazard;

b) A joint-use driveway will be established wherever feasible, to serve two abutting building sites, with cross-access easements provided in accordance with Section);

c) The building site is designed to provide cross access and unified circulation with abutting sites;

d) The property owner shall agree to close any pre-existing curb-cuts that are nonconforming on the building site, after the construction of both sides of the joint-use driveway.



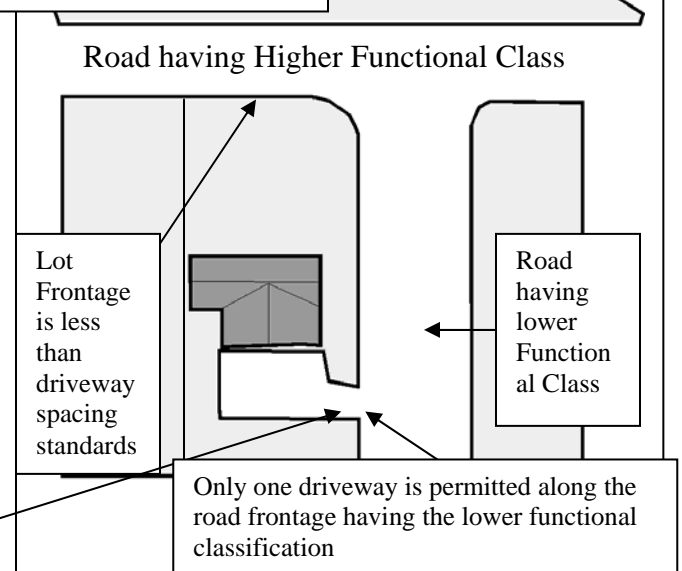
1.4 Corner Clearance

A. Locate new driveways outside the functional area of an intersection, as defined by the driveway spacing standards of this article. Exceptions to this standard may be approved if the Director of Works finds that:

1. No other reasonable access to the property is available, including joint and cross access with adjacent properties, and
2. The connection does not create a safety or operational problem, upon review of a site-specific

Driveway should be positioned along the property line farthest from the intersection.

Preferred Corner Development



study of the proposed connection prepared by a qualified professional.

- B. If the Director finds that no other alternatives exist and provided appropriate sight distance standards are met, a driveway within the functional area of the intersection may be constructed. It shall be located as close to the property line and as far from the intersection as site conditions allow. Only one driveway will be permitted and it shall access the road frontage of the street having the lower functional classification, unless the Director determines that this would create a safety or operational problem on the public street system.

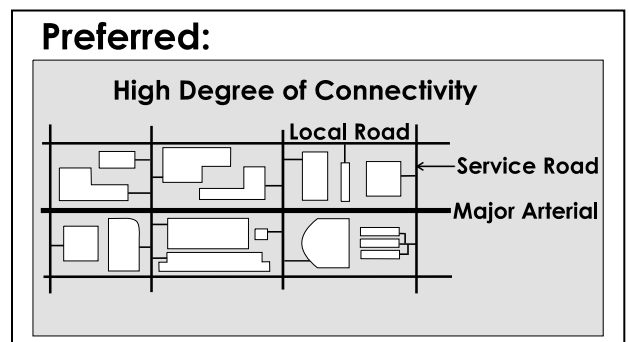
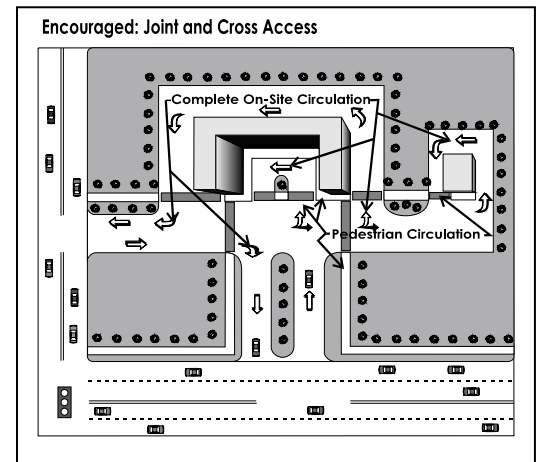
1.5 Joint and Cross Access

- A. Properties located on arterial or collector roadways should provide a cross access drive and pedestrian access to allow circulation between adjacent sites as required by the Director of Works. Such connection is generally required in the following circumstances:

1. Retail commercial use adjacent to other commercial, office, industrial or multi-family development.
2. Other connections as required in the form district regulations.

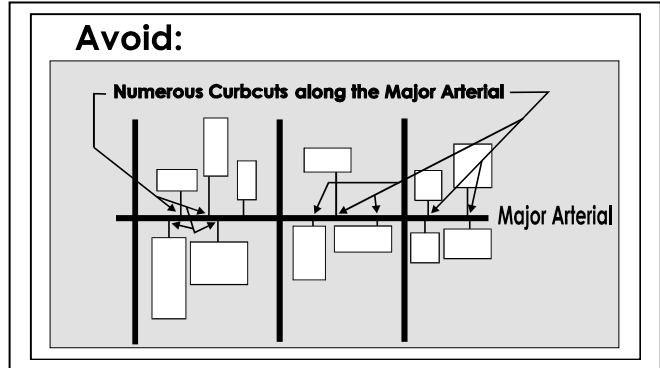
- B. Required cross-access corridors shall be shown on any subdivision or site plan. A system of joint use driveways and cross access easements shall be required to provide unified access and circulation among parcels and assist in local traffic movement. In such cases, the building site shall incorporate the following:

1. A continuous cross-access or service drive with sufficient width to accommodate two-way travel aisles for automobiles, service vehicles, and loading vehicles.
2. Stub-outs and other design features to make it visually obvious that abutting vacant properties should be tied in to provide cross access at the time they are developed.
3. Building sites shall be designed to ensure parking, access and circulation may be easily tied in to future adjacent development.



C. Where joint- and cross-access is provided pursuant to this section, property owners shall:

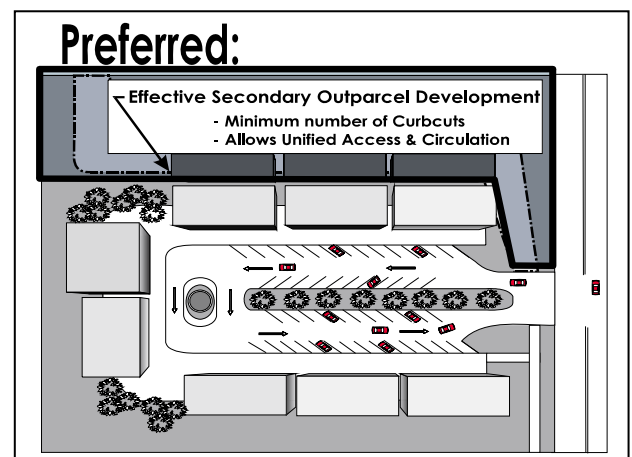
1. Record an easement in the office of the Clerk of Jefferson County Kentucky, allowing cross-access to and from other properties served by the joint use driveways or service drive, which shall be a covenant running with the land;
2. Record an agreement in the office of the Clerk of Jefferson County Kentucky that any pre-existing curbcuts providing for access in the interim shall be closed and eliminated after construction of the joint-use driveway, which shall be a covenant running with the land; and
3. Record a joint maintenance agreement in the office of the Clerk of Jefferson County Kentucky, defining maintenance responsibilities of property owners that share the joint use driveway and cross access system, which shall be a covenant running with the land.
4. Items described in paragraphs 1 –3, above, shall be recorded prior to requesting a building permit; if no new construction, the items shall be recorded before requesting a certificate of occupancy.



1.6 Requirements for Unified Access and Circulation

A. In the interest of promoting unified access and circulation systems, integrated development sites comprised of more than one building or more than one lot are not considered separate properties in relation to the access management standards of this code. This will also apply to phased development plans. In addition, the following standards apply:

1. The number of curb cuts permitted shall be the minimum number necessary to provide reasonable access to the overall site and not the maximum available for that frontage. Reasonable access shall be determined by the Director of Works.
2. All necessary easements, agreements, and stipulations required under Section 1.5 (C) shall be met. Subsequent owners and lessees within the affected area are responsible for compliance with these requirements.
3. Outparcels should be accessed via the shared circulation system of the principal development or retail center. Access to outparcels should be designed to avoid

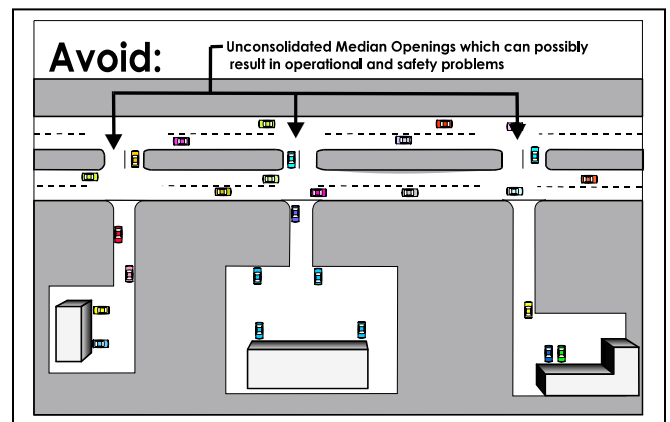
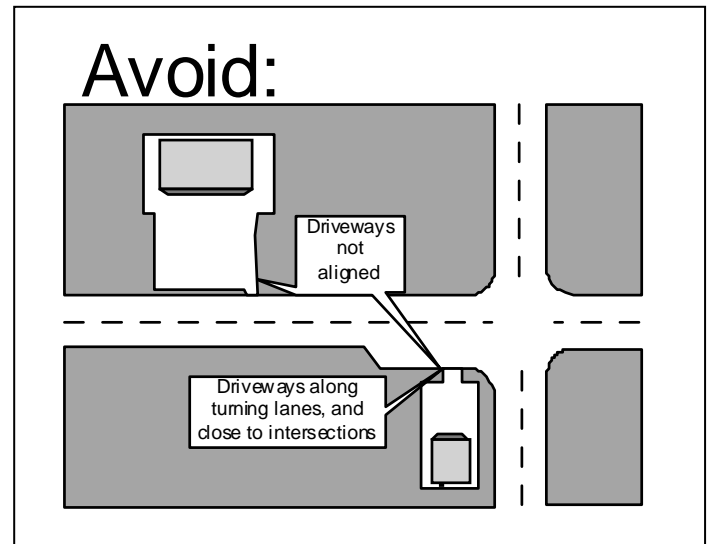


excessive movement across parking aisles and queuing across surrounding parking and driving aisles.

- B. Where abutting properties are in different ownership and not part of an overall development plan, cooperation between the various owners to create a unified access and circulation system is encouraged.. Abutting properties shall provide unified access and circulation at the time that they are developed, or are redeveloped as provided in Section 1.8.

1.7 Driveway Location and Design

- A. Sight distance at driveway approaches must be located and designed in conformance with appropriate AASHTO, ITE or other applicable standards.
- B. The Director of Works may require deceleration or storage lanes where deemed necessary due to traffic volumes, speed limits, or where there may be a safety or operational problem. The design of left-turn and right-turn deceleration/storage lanes shall conform to appropriate agency standards.
- C. Due to the potential for vehicular weaving conflicts and crashes, construction of driveways along acceleration or deceleration lanes, left turn storage lanes and tapers is to be avoided, unless no other access to the property is available.
- D. Driveways across from median openings should be consolidated wherever feasible, to coordinate access at the median opening.
- E. Driveways on undivided roadways should be aligned directly opposite driveways on the opposite side of the road, or offset from each other in accordance with applicable County or State Highway Standards, due to the potential for conflicting left turns or jog maneuvers and resulting safety or operational problems.
- F. Driveway width and return radius or flare shall be adequate to serve the volume of traffic and provide for efficient movement of vehicles onto and off of the major thoroughfare. However, the width of driveways shall not be so excessive as to



pose safety hazards for pedestrians and bicycles. The Director of Works may require longer radii and/or wider throats where deemed necessary to accommodate trucks.

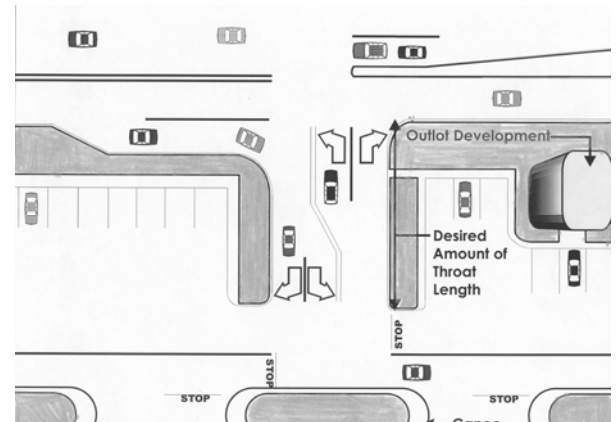
- G. Driveways with more than two lanes should incorporate channelization features. Double-yellow lines may be considered instead of medians where truck off-tracking is a problem.
- H. Driveways shall be designed with adequate on-site storage for entering and exiting vehicles to reduce unsafe conflicts with through or on-site traffic and to avoid congestion at the entrance. These guidelines are intended for the principal access to the property and are not intended for minor driveways.

1.8 Redevelopment

Access connections to roadways in place as of the date of adoption of this article that do not conform with the standards herein are considered nonconforming. Properties with nonconforming connections should be brought into compliance with this article as changes to the roadway design allow or when an existing development is changed in any of the following ways:

- a) existing structure is replaced by new structure or improvements; or
- b) existing structure or parking lot is expanded by 20% or more beyond the size existing at the effective date of this regulation (incremental changes that cumulatively increase the size by 20% fall within the regulated activities of this paragraph); or
- c) an existing use is changed to a use for which Chapter 9 of the Land Development Code specifies a higher parking ratio.

Preferred:



1.9 Corridor Access Management Overlay Zones

- A. Segments of a roadway corridor may be designated as corridor access management zones for the purpose of applying special access management controls that exceed the requirements and standards in this article. The purpose of this designation is to avoid significant traffic congestion problems, reduce vehicular and pedestrian conflict areas, and to ensure appropriate development within the designated area in accordance with the Jefferson County Comprehensive Plan.
- B. The controls in such districts are not intended to be substituted for other general zoning district provisions but can be superimposed over such district provisions and should be considered additional requirements.
- C. Corridor access management zones shall be designated and approved in accordance with the public involvement and public hearing requirements of Jefferson County that govern the creation of all land use designations and zoning districts.

1.10 Access to Homes and Subdivisions

- A. When a residential subdivision is proposed that abuts an arterial or major collector roadway, it shall be designed to provide lots abutting the roadway with access only from an interior local road or frontage road.
- B. Direct Driveway access to individual one and two family dwellings on arterial and collector roadways are prohibited unless the Planning Commission determines that there is no acceptable access alternative.

